

THE
OVERLAND CHINA MAIL.
PUBLISHED EVERY
MAIL DAY.
Contains the Week's News
of Hongkong and the
Far East.
Price (including Postage) to any
part of the world \$12.
per annum.

The China Mail.

ESTABLISHED 1842

SOLE AGENTS
Orders for the "China Mail"
and "Overland China Mail"
may be made to our agents at
the following ports:-
Canton. PATELL & Co.
Fuzhou. SHOCKEY & Co.
Shanghai. KELLY & WATSON
Yokohama. KELLY & WATSON
Manila. A.S. WATSON & Co. Ltd.

No. 16,548.

號三十月五年六十壹百九千壹

HONGKONG, TUESDAY, MAY 23, 1916.

辰丙大歲年五國民華中

PRICE, \$3.00 Per Month

THORNE'S OLD VAT No. 4. SCOTCH WHISKY.

SOLE AGENTS:
A. S. WATSON & Co. Ltd.
WINE & SPIRIT MERCHANTS,
HONGKONG.
TEL. 618.

HONGKONG VOLUNTEER CORPS.

Corps Orders by Lieut.-Col. A. Chapman, V.D.

PARADES.
Parades for Thursday.
5.30 p.m. Signalling Section "A" &
"B" Classes at Headquarters.
5.30 p.m. Recruits of all units (except
Right Section M.G. Co.) at Headquarters
under Sergt. Major Higby.
5.30 p.m. Mounted Section on Polo
Ground under Staff Sergt. Talbot.

DETAIL.
On duty till 25th instant: H.K.V.R.
Next for duty 26th instant: Scouts
Company.
Orderly Officer 25th inst. to 1st June:
Lieut. Murphy.

HONGKONG VOLUNTEER RESERVES.

Major Wakeman, Commanding H.K.V.R.

PARADES.
All parades called for Wednesday the
25th instant are cancelled.

APPLICATIONS FOR LEAVE.
In future all applications for leave
exceeding a month in duration must
state:-
(a) What the purpose of the leave
is for.
(b) Whether the consent of the
applicant's employer has been
obtained.

COMPANY "A" SECTION 1 (OLD ORGANI-
SATION) CUP HANDICAP.
Members of Co. "A" Sec. 1 (Old
Organisation) will shoot for the above
cup on Sunday the 28th instant at King's
Park Range at 10 a.m.

Sharp shooting, 200 yards, 5 rounds,
4 seconds exposure.
Rapid shooting, 200 yards, 15 rounds
—4 rounds in magazine, 1 in chamber,
10 in pouch; time allowed 75 seconds
for short rifles, 90 seconds for long rifles.
Conditions will be notified on the
range.



NOTICE.

ANY EUROPEAN, NON ASIATIC or
INDIAN desiring to leave the
Colony should apply in writing for per-
mission to do so to the Captain Super-
intendent of Police, at least 48 hours
before the intended hour of departure,
giving name, nationality, age, sex, height
and occupation of the applicant, and
stating the name of the steamer or other
vessel or the hour of the train by which
the applicant wishes to leave. Applicants
should apply in person for their passes at
the Central Police Station between the
hours of 9 a.m. to 1 p.m. and 2 p.m. to
4 p.m. daily.

LEE YEE'S
HAIR DRESSING SALOON.
Electric Facial Massage with
Massage Cream, Perfume,
By
EXPERIENCED HANDS
Novels, Magazines,
Ladies' Fashion Books and
Toilet Requisites.
13, D'Aguiar Street
Hongkong, July 5, 1915.

THE HANDY BOAT FOR MACAO.

THE Steamship
"OHUEN CHOW"
The ONLY BOAT LEAVING at 5 P.M.
EVERY DAY.

Back again by noon on the following day,
SUNDAY—Leaves Macao 5 P.M.
Arrives Hongkong about 9 P.M.
FARES:—First Class \$2 Single; \$3
Return (Saloon).
First Class 80 cts. Single; \$1.50 Return
(Saloon) for Chinese.
Second Class 60 cts. Single; \$1 Return.
Electric Fans throughout. First Class
Attention. Ample Saloons and Cabin
Accommodation.
Passengers may sleep on board without
additional charge on return tickets only.

BUSINESS NOTICES.

STEAM OR MOTOR VESSELS
6,000 Tons, 3,000 Horse Power now Built
Steel Building Work of every Description.
Castings, Forgings, Repairs and Supplies.
Prompt Attention and Shipment to Destination
W. S. BAILEY & Co., Ltd.
ENGINEERS and SHIPBUILDERS.
KOWLOON BAY



A. S. WATSON & CO. LTD.
MINERAL WATER MANUFACTURERS

MAP OF PEAK & LOWER LEVELS, HONGKONG.

BY K. A. MASSEY
NOW READY.

PRICE \$2.00
MOUNTED ON CLOTH \$3.00
WITH TEAK-WOOD ROLLERS \$3.50

PLAN OF BUSINESS SECTION \$0.75

These Maps are Published in connection with Massey's
Commercial Map and Directory and are on Sale at
Messrs. KELLY & WALSH, Ltd., Messrs. BREWER & Co.,
The SOUTH CHINA MORNING POST, Ltd.,
SINCERE Co., Ltd., SUN Co., Ltd., WING ON Co., Ltd.

THE HONGKONG ROPE MANUFACTURING Co., Ltd. Established 1883

PURE Manila ROPE

STRAND 1" to 15" CIRCUMFERENCE.
CABLE LAID 5" to 15" CIRCUMFERENCE.
4 STRAND 3" to 10" CIRCUMFERENCE.

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to.

Shewan Tomes & Co., General Managers.

Hongkong, April 11, 1912.

"MUMEYA"

"While-you-wait" Photography
JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH
APPARATUS AND MATERIALS WHICH CAN FINISH
IN AN HOUR.
PRICE 2.00 per 3 pos. on Post Cards.
No. 81 Queen's Road Central
TEL. No. 254.

BUSINESS NOTICES.

THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD. TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE-
MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.
WELDING AND CUTTING OF METALS BY OXYACETYLENE
AND ELECTRIC SYSTEMS.
Estimates given for quick construction and repair of Ships, Engines, Boilers,
Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 187' x 23' x 24'
Pumps empty Dock in 3-3/4 hours

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement
providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES
throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR:—

JOHN I. THORNYCROFT & CO. LTD.

PETROL & KEROSENE MOTORS 7-1/2 to 150 H.P.
As supplied to the British Admiralty and War Office.
MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS,
LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY
DESCRIPTION.
MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.
Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the
Town Office.

BUTTERFIELD & SWIRE,
HONGKONG, CHINA AND JAPAN, AGENTS.

Telegraphic Address: "TAIKOODOCK" TELEPHONE No. 212.

VICTORIA THEATRE TUESDAY, 23rd MAY, 1916. THE BELOVED VAGABOND.

Fathe's Coloured Gold Rooster Play
adapted from the Book of Mr. Locke.

PATHE'S BRITISH GAZETTE.

HUMPHREY BISHOP

AND HIS

LONDON STAR ARTISTS

WILL SCREEN SHORTLY

"PADDY'S HEROISM"

A STORY OF THE PRESENT WAR

THE HONGKONG HOTEL

AND

GRILL ROOM

J. B. TAGGART,
MANAGER.

PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL.
Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies
rooms, Roof Garden.
Terms:—From \$5 per day. Mex. Telegraph add: "Peaceful"
P. O. FEUSTER,
Manager.

PATELL & CO.

Importers-Exporters

AND

Commission Agents

HONGKONG.

Branches:—

HAN FRANCISCO, CAL.

YOKOHAMA, JAPAN.

BOMBAY, INDIA.

China:—

HANKOW.

SHANGHAI.

CANTON.

DON'T Forget after the Show, Supply
and Light Refreshments.
ALEXANDRA CAFE
Opp. THE LIGHT.

KING EDWARD HOTEL

Central Location

All Electric Trains Pass entrance.

Electric Lifts, Fans and Lighting.

European Baths and Sanitary Fixings.

Hot and Cold Water System throughout.

Best of Food and Service.

Telephone 373.

TELEGRAPHIC ADDRESS.

"VICTORIA" J. WITCHELL,
Manager.

TANG YUK, DISTRICT, successor to
the late SIEN TING.

No. 14, D'AGUIAR STREET.

TERMS VERY MODERATE

Compliment free.

BUSINESS NOTICES.

GREEN ISLAND CEMENT CO., LD. Portland Cement

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

Shewan, Tomes & Co.

GENERAL MANAGER.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

TUESDAY, 23rd MAY.

5 A.M. "HONAN" 8 A.M. "HEUNGSHAN"

10 P.M. "KINSHAN" 5 P.M. "FATSHAN"

WEDNESDAY, 24th MAY.

5 A.M. "HEUNGSHAN" 8 A.M. "HONAN"

10 P.M. "FATSHAN" 5 P.M. "KINSHAN"

Single Fare by Night Steamer \$ 6.00
Return Fare by Night (available also for Return by day Steamer) 11.00
Single Fare by Day Steamer 5.00
Return Fare by Day Steamer 9.00

HONGKONG-MACAO LINE.

S.S. "TAISHAN" Tons 2008 S.S. "SUI TAI" Tons 1831.

HONGKONG TO MACAO.

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.

Sundays, at 9 A.M. and 1 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sunday's at 7.30 A.M. and 2 P.M.

EXCURSION TO MACAO.

SUNDAY, 25th MAY.

The Company's Steamship "TAISHAN"

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.

and return from Macao at 3 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at
7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street
Wharf.

CANTON-MACAO LINE.

S.S. "SUI-AN."

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,
AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAH," 588 Tons, and S.S. "HANNING," 468 Tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the
same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to
Hongkong or vice versa by the Company's direct Steamers "LYNNH" and
"SARUL" These vessels have superior Cabin accommodation and are lighted
throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO. LTD.
HOTEL MANSIONS (First Floor),
Opposite the "Black" Pier.

ALEXANDRA CAFE.

We Serve the Best Tiffin or Dinner in Hongkong
for \$1.00.

Roast Ready for the Table Hot or Cold Roast Turkey, Geese, Pheasants,
Sirloin of Beef, Saddle of Mutton &c., Pork Sausages (own make) Game Pies,
Pork Pies, Plum Puddings, Minced Meat, Minced Pies.

Bournville

The "COCOA de Luxe"

HIGHEST GRADE

BRITISH MADE

Cadbury

"BOURNVILLE COCOA represents the
highest grade of nutritive cocoa at present on
the market; it fully maintains its high reputa-
tion in food value and delicacy of flavour, and
is second to none in any respect whatsoever."
Medical Magazine, March, 1912

The Bournville Works

CADBURY'S

CHOCOLATES

In Tins and Fancy Boxes

Specially Packed for Export

"FROM THE FACTORY IN A GARDEN" BOURNVILLE, ENG.

Hongkong Dist. 11, 1900.

INTIMATIONS

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the EIGHTEEN ORDINARY ANNUAL MEETING of this Company will be held at the Office of Messrs. Jamieson, Matheson & Co., Ltd., at 11, THE "STAR" FERRY COMPANY, LIMITED, on THURSDAY, the 1st of June, 1916, at 10.30, for the purpose of receiving the Report of the Directors together with a statement of Accounts to 31st April, 1916.

THE REGISTER OF SHARES of the Company will be CLOSED from SATURDAY, the 27th May to THURSDAY, the 1st June, 1916, inclusive.

By Order of the Board of Directors, PHILIP R. WOLFE, Acting Secretary.

Hongkong, May 20, 1916.

3 1/2% RUSSIAN INTERNAL SHORT TERMED LOAN OF 1916.

For Rules, 200,000,000,000.

THE Public is hereby informed that the subscription list to the above LOAN will be CLOSED on 23rd May, 1916, and not as heretofore advertised.

The terms are as under:

The price of issue is 95%.

The Loan is entirely free of Income Tax and other taxation.

The Loan is redeemable on or before 1st February, 1928, Russian style, without option for the Russian Government to convert it at an earlier date.

Interest is payable half yearly on the 1st February and 1st August, Russian style. As interest on the above Loan runs from 1st February, the interest accrued on the subscription must be taken into consideration and is to be added to the price of issue.

The Russo Asiatic Bank in Hongkong is ready to accept applications for the above named Loan.

Special favourable rates will be quoted for Russian Exchange.

Payment may also be made in Bonds. Applications will be accepted for the loan of telegraphic transfers and commission 10% only of the cost of the Bonds may be paid on application, the balance to be paid on receipt of the Bonds.

The Bank is also ready to give every facility to subscribers in the shape of advances against the securities.

G. TISDALE, Manager, RUSSO-ASIATIC BANK, Hongkong, May 15, 1916.

SILIMPON (SEBATTIKO) COAL.

THE Underigned having been appointed Agents for the COALIE HARBOUR COAL CO., LTD., are prepared to quote prices for best quality SILIMPON COAL trimmed into Bunkers at SEBATTIKO or SANDAKAN (British North Borneo).

SILIMPON COAL comprises favourably with the better grades of Japanese Coal and gives good results on a very moderate consumption.

Steamers calling at SEBATTIKO or SANDAKAN exclusively for SILIMPON COAL (either cargo or bunkers) are exempt from payment of all Port charges.

At Sebatik Steamers are berthed alongside the Company's wharf where there is a minimum depth of 27 to 28 feet at low water Spring Tides.

Charts of Sibuko Bay (Sebatik Harbour) Prices and all other information concerning the Port can be had on application to the Agents.

BRADLEY & CO., LTD., Agents, Cowie Harbour Coal Company, Limited, Hongkong, Dec. 2, 1915.

DAIRY FARM NEWS.

HAM & BACON.

We have received NEW SHIPMENTS OF AUSTRALIAN & ENGLISH HAMS & BACON PRICES AS USUAL.

168

NORTH BRITISH & MERCANTILE INSURANCE CO.

IN WHICH ARE VESTED THE SHARES OF THE OCEAN MARINE INSURANCE COMPANY, LTD., and THE RAILWAY PASSENGERS ASSURANCE CO.

TOTAL FUNDS as at 31st December, 1914, £23,970,367.

I—Authorized Capital £5,000,000

Subscribed Capital £4,500,000

Paid up Capital £2,437,500

II—Fire Funds £3,327,047

III—Life & Annuity Funds £17,667,500

Sinking Fund Account £28,230

£23,970,367

Revenue Fire Branch £2,381,456

Life and Annuity £2,141,593

Revenue Marine Department £327,229

Other Receipts £478,940

£25,939,228

"The Accumulative Funds of the various Branches are separately invested, and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business."

SHEWAN, TOMES & CO. Agents.

FOR a good solid meal, a "carte" of TALENTS, with WINE & LIQUORS of the best. ALEXANDRA CAFE.

INTIMATIONS

WANTED.

A Portuguese FOREMAN ENGINEER for an industry in Hongkong, must have thorough knowledge of managing Chinese workmen, good salary to a suitable man.

Apply by letter stating age and experience to "S".

C/o "CHINA MAIL" Office, Hongkong, May 2, 1916.

HAMBURG-AMERICA LINE.

G. PRIEN, HILL BERGDAHL & CO., F. LORITA, (IN LIQUIDATION).

CREDITORS are required to send in their claims against the above to the undersigned, No. 5 Queen's Road Central, on or before WEDNESDAY the 31st May, 1916.

Dated the 12th May, 1916.

J. HENNESSEY SETH A.S.A., Liquidator.

FOR SALE AS A GOING CONCERN.

THE CENTRAL CHAMBERS, 10, QUEEN'S ROAD CENTRAL.

THE above RESIDENTIAL CHAMBERS are most centrally situated, containing 12 Newly Fitted Rooms with every requisite: Telephone, Hot and Cold Water and Gas laid on, Electric Bells, 4 Bath Rooms, Boys' Room, Kitchen, etc. etc.

For full particulars and cards to view apply—

ALEXANDRA CAFE, Des Voeux Road Central, Hongkong, May 20, 1916.

THE ANDERSON MUSIC CO., LTD.

HIGH CLASS

PIANOS FOR

SALE OR

HIRE.

CASH OR

CREDIT.

TUNING & REPAIRING.

A SPECIALITY.

5, Des Voeux Road. TEL. 132.

"A. SCOUT IN FAIRYLAND"

"JOHN IN HONGKONG"

A local Fairy Story entirely produced in Hongkong, with topical illustrations for the benefit of War Charities.

ON SALE AT: Messrs. Wm. Powell, Ltd., Messrs. Wm. & Co., Ltd., Messrs. Kelly and Walsh, Ltd., Messrs. Whiteway, Ltd., and THE CHINA MAIL, LTD.

Price 50 Cents.

JAPANESE MAKERS.

Every kind of Footwear

MADE TO ORDER

CHERRY & CO., PEDDER STREET, Opposite Hongkong Hotel, Telephone No. 491, Hongkong, March 23, '14.

SAVARESSE'S SANTAL CAPSULES

Most Certain Cure. Physicians recommend them. Of all Chemists.

31

Do YOU know that THREE CASTLES Cigarettes are now obtainable everywhere?



Manufactured from the FINEST MATURED VIRGINIA LEAF, and therefore a delight to the heavy smoker without the slightest fear of any disagreeable after effects.

SAVE THE COUPONS. THEY ARE VALUABLE.

PORTUGAL AND THE ALLIES.

PRESIDENT'S SPECIAL STATEMENT.

The special correspondent of "The Times" writing from Lisbon on April 11 says:—President Machado received me today at the Helen Palace and made the following statement. The British and Portuguese Governments, he said, were in perfect accord, but he wished the English people to learn through "The Times" the Portuguese attitude towards the war and towards the economic struggle that will follow. The Prime Minister, Dr. Almeida, was present during the latter part of the conversation, and stated that he cordially approved of the views expressed by the President.

The traditional policy of Portuguese Governments had been the maintenance of liberal institutions at home and the pursuance of a foreign policy in conformity with the ancient alliance with England. These had been the essential aspects of Portuguese public life for a generation. But foreign policy became for a while somewhat perturbed by German influence. From the first, however, the Republic had aimed at the renewal, in its closest form, of the association with England in foreign relations.

When war was declared, the President continued, we at once proclaimed our absolute solidarity with our ally and we helped in such a manner. We have now done everything in our power to aid in the prosecution of the war, and we shall strive to draw still closer the links which unite the two countries. Already we are seriously considering the steps to be taken to secure our economic future. We have not hesitated to use our rights to requisition the ships interned in our ports, which will be used for warlike or commercial purposes as may be decided in co-operation with our Allies. In other words, we have decided to set in the closest concert with England in commercial, as in military, matters.

The war has put an end for ever to the English policy of "splendid isolation," from which even we, her oldest friend and ally, have suffered. It was the effect of this policy which King Edward must have had in mind when he so tactfully and successfully worked at establishing cordial relations with other countries.

This policy of aloofness enabled Germany, in Portugal as elsewhere, to secure commercial ascendancy at England's expense. The paradoxical situation was witnessed of Liberal England clinging to her traditional, obsolete methods of trading, and autocratic Germany adopting the most modern, and even democratic, means of securing business—their Government supporting the trader at every turn, every possible inducement offered to customers, price lists and correspondence in Portuguese, and travellers using the same tongue and also the metric system.

In regard to future trade relations, we are sending a delegation to the Congress in Paris. Not only shall we co-operate consistently with England after the war, but we shall act with her to-day in deciding upon the measures necessary to secure the commercial fruits of victory.

The girls of the Royal Masonic Institution for Girls have asked that the money usually spent on providing their prizes should this year be given to one of the war funds. It has been decided to present the money to the "Star and Garter" Fund. The Queen has expressed her approval of the proposal.

A GOOD RULE FOR THE HOME

MAKE it a rule of your home to always keep on hand a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy as a safeguard against bowel complaints. It always cures promptly and no household is safe without it. For sale by all Chemists and Storekeepers.

32

CHINA'S SHIPPING IN 1915.

Mr. F. E. Taylor, Statistical Secretary of the Chinese Customs, in his review of the foreign trade of China in 1915, writes:—

The tonnage of steamers entered and cleared amounted to 8,644,227 tons, being 6,485,013 tons less than in 1914. Sailing vessels showed a total of 6,021,778 tons and a loss of 836,196 tons. These figures include the tonnage of Chinese shipping, which amounted to 18,653,411 tons for steamers and for sailing vessels of foreign type and 5,393,599 tons for junks. Throughout the year there was more cargo offered for foreign ports than could be accommodated by the available tonnage, although a certain number of Japanese, Norwegian, and Chinese steamers were diverted from the coasting trade to the more profitable employment. The Indo-China Steam Navigation Company removed a few of their regular coasting steamers to southern routes, but the China Navigation Company and the China Merchants Company ran their steamers mostly on the usual routes while the China Navigation Company employed several additional vessels on the coasting trade. All steamers on the coast and on inland waters were kept very busy, and rates of freight advanced. The demand for tonnage for Europe, America, and Australia was much in excess of the supply, and the export trade was, in consequence, considerably curtailed. There was a diminution in American tonnage of about 200,000 tons, in British of about 1,500,000 tons, in Danish of 24,000 tons, in French of 270,000 tons, in Japanese of 190,000 tons, in Russian of 10,000 tons, in Portuguese of 100,000 tons, while the American flag disappeared and German tonnage fell from 4,026,493 to 58,263 tons, represented by small steamers plying on inland waters. The Dutch flag improved by 20,000 tons, Norwegian and Chinese remained about the same, except that there was a falling off in the junk trade.

NO PEACE CONFERENCE IN SHANGHAI.

STRONG DEMENTI BY SOUTHERN LEADERS.

The Intelligence Bureau of the Republican Government of China (in Shanghai) announces:—A despatch evidently inspired by Peking officials and circulated yesterday represents that the Republican Government, as established in Canton, has appointed Messrs. Tang Shao-yi, Wang Chung-hui and Wen Tsing-yao as delegates to the peace conference in Shanghai.

The Intelligence Bureau is authorized to state that the despatch is a fabrication designed by Yuan's adherents to confuse public opinion. The Republican leaders in question declare that their names have been used without their knowledge or consent, and that no peace conference has been called and none will be convened until Yuan Shih-kai retires definitively and surrenders his authority absolutely.

Mr. Montagu states that the total amount saved by the Treasury during the last financial year owing to members not receiving the whole or a portion of their Parliamentary salaries is estimated at £25,500.

COUGHING INTO CONSUMPTION

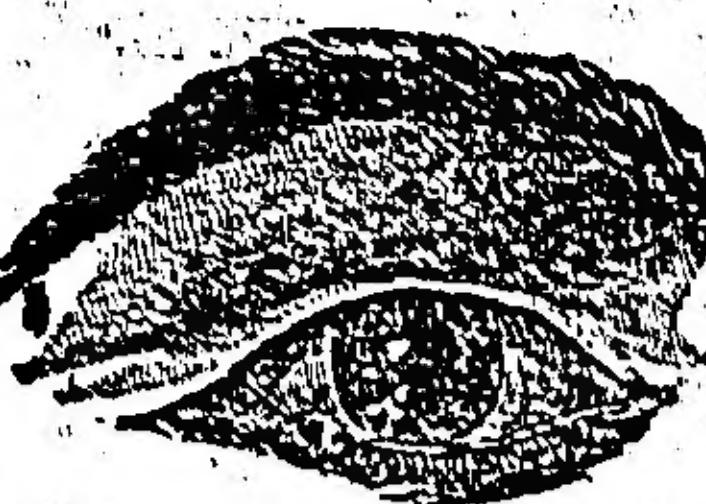
"Only a Cough" but you stop it while it is ONLY a cough.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

The finest preparation made for combating severe coughs. CURES any cough that is only a cough. Very palatable. OF ALL CHEMISTS.

Price: 1/6 and 3/6.

INTIMATIONS



YOUR EYES

SHOULD NOT BE NEGLECTED.

At the first symptom of eye strain you should consult us. We test eyes scientifically and fit glasses to individual requirements.



HONGKONG & MANILA

MITSUBISHI GOSHI KWAISHA

(Mitsubishi Co.) COAL DEPARTMENT.

SOLE PROPRIETORS OF

TAKASHIMA, OCHI, MUTABE, KISHIDAKE, YOSHINOTANI, HOJO, NAMAZUTA, SATO, KANADA, SHINNEW, KAMİYAMADA, BIBAI & OYUBARI COLLIERIES.

AGENT FOR SAKITO COAL.

Head Office:—MARUNOUCHI, TOKYO.

BRANCH OFFICES:—Nagasaki, Moji, Karatsu, Wakamatsu, Otsu, Muroran, Hakodate, Kobe, Osaka, Kure, Tokyo, Yokohama, Nagoya, Tsuruga, Vladivostok, Hankow, Peking, London, New York, Shanghai, Hongkong, Haiphong and Canton.

Cable Address:—IWASAKI.

Codes:—A. I. A. B. C. 5th Ed., Western Union and Bantley's.

AGENCIES:—CHINESE: Messrs. Gearing & Co.

MANILA: Messrs. Macondray & Co.

SINGAPORE: Messrs. Borneo Co. Ltd.

GLASGOW: Messrs. A. R. Brown, McFarlane & Co., Ltd.

For Particulars, apply to: K. KATO, Manager, No. 2, PEDDER STREET, HONGKONG.

SINGON & CO.

ESTABLISHED A.D. 1880.

IRON STEEL, METAL AND HARD WARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Castings, General Storekeepers and Shipbuilders, Nos. 35 and 37, HING LONK STREET, (2nd Street, west of Central Market) Telephone No. 515. Hongkong September 4, 1913.

7

INTIMATIONS

G. FALCONER & CO., LTD.,

WATCHMAKERS & JEWELLERS.

Hotel Mansions.

Agents for: ADMIRALTY CHARTS

ROSS'S BINOCULARS and TELESCOPES,

KELVIN'S NAUTICAL INSTRUMENTS,

BENSON'S ENGLISH WATCHES,

ENGLISH SILVERWARE, direct from Manufacturers,

High Class English Jewellery.

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED).

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDRY. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Shipyards and can accommodate any craft of 200 feet long.

Town Office, 48, Des Voeux Road Central, Hongkong. Telephone No. 458. Shipyards: Sham-Sui-Po, Kowloon, Hongkong. Telephone No. K. 8. Estimates furnished on application.

Hongkong, April 1, 1912. WONG PING WA, Manager.

THE KAILAN MINING ADMINISTRATION.

KAIPING COAL

Now well-known throughout the East for

STEAM RAISING, FORGING, STEEL MAKING, SHIPS' BUNKERS and HOUSEHOLD PURPOSES.

KAIPING COKE

Competes with the best quality English Coke for

FOUNDRY, SMELTING and HOUSEHOLD PURPOSES.

HIGHEST FIREBRICKS GRADE

FIRECLAY.

STOCKS ALWAYS ON HAND.

OFFICES: QUEEN'S BUILDINGS, HONGKONG.

TEL. ADDRESS: MAISHAN, HONGKONG.

TELEPHONE: No. 869.

DODWELL & CO., LTD. Agents.

WEEKLY NEWS FOR HOME

The Overland China Mail

FULL REPORTS.

LATEST INTELLIGENCE.

Order before you leave, so that you may receive it while at Home.

Price \$13 per annum, including postage.

CAN BE MAILED FROM THIS OFFICE.

The CHINA MAIL, Ltd., Wyndham Street.

HONGKONG & WHAMPOA DOCK Co., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG

Codes Used: A. I. A. B. C. Fifth Edition, Engineering First and Second Editions, Western Union, and Walsby's

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.

ADVANCED CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained workmen under expert European supervision.

All classes of light steel work manufactured by the above process, Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIP ARE AS FOLLOWS:

NAME OF DOCK OR SLIP	LENGTH OF DOCK OR SLIP	ENTRANCE BREADTH	DEPTH OVER SLIP AT ORDINARY SPRING TIDE	RISE OF TIDE SPRINGS	RISE OF TIDE NEAPS
KOWLOON					
No. 1 Dock, Kowloon	707	100	17	5	5
No. 2 Dock, Kowloon	671	100	17	5	5
No. 3 Dock, Kowloon	255	100	17	5	5
Patent Slip, No. 1, Kowloon	127	60	17	5	5
TALHOKESTUI					
Coastguard Dock	450	60	17	5	5
ABERDEEN					
Hope Dock	45	25	17	5	5
James Dock	25	25	17	5	5

Places Address Enquiries to the Chief Manager, R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.



Hughes & Hough

AUCTIONEERS TO THE GOVERNMENT.

General Auctioneers
Share, Coal and General Produce
Brokers and Commission
Agents.

PROPRIETORS
"To-Kwa-Wan" Coal Storage.

Cables used
Bentley's
A. & C. 4th & 5th Editions.
A 1 Telegraphic Code.

Telegraphic Address
"MERIDIAN" HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions from The Liquidators of Ferd. Bornemann & Co. to sell by Public Auction.

THURSDAY,

the 26th May, 1916, at 11 a.m. on the Premises of the Hongkong and Kowloon Wharf and Godown Co.
124 BALES DUCK FEATHERS.
135 BUNDLES BAMBOO CANES.
Terms—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, May 19, 1916. 668

PUBLIC AUCTION.

THE Undersigned have received instructions from The Liquidators of Ferd. Bornemann & Co. to sell by Public Auction.

FRIDAY,

the 26th May, 1916, at 11 a.m. on the Premises, 1st Floor, 16 Des Voeux Road Central.

VALUABLE OFFICE FURNITURE
therein contained.

Consisting of:
Writing Tables and Desks, Show and Sample Cases, Filing Cabinets, Electric Fans, &c., &c.

Seven Typewriters including three Remington No. 10 Visible, Two Large Safes.

One Feather Cleaning Machine.
On view from Thursday the 25th inst.
Terms—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, May 19, 1916. 669

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

SATURDAY,

the 27th May, 1916, commencing at 2.30 p.m. at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

A CONSIGNMENT OF
VALUABLE JAPANESE CURIOUS,
&c., &c.

Comprising:
Large Silk-embroidered and Hand-painted Screens and Wall Panels, Bronze and Brass Carvings, Figures, Lanterns, Bowls, etc., Satsuma Tea Sets, Rose Bowls, Vases and Plates, Makizuki, Inari and Kagi Ware, including Dinner and Tea Services, Vases and Bowls, Tortoise-shell Toilet Sets and Ornaments, Ivory Carvings, Figures, Vases, etc., etc.

A quantity of VALUABLE GOLD DAMASCENE WARE, etc.
(Full Particulars from Catalogue)
On view Friday.
Terms—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, May 20, 1916. 671

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

TUESDAY,

the 30th May, 1916, commencing at 2.30 p.m. at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

One "Caille" Portable Motor complete with Battery Box and Spark Plug. Guaranteed to be in good working order. On view now.
Terms—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, May 20, 1916. 674

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

TUESDAY,

the 30th May, 1916, at 3 p.m. at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

A NUMBER OF
INDIAN CARPETS AND RUGS
(NEW).

Terms—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong May 20, 1916. 678

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,

MONDAY,

the 29th May, 1916, commencing at 11 a.m. at the Toyo Kisen Kaisha's Godown (and afterwards at Messrs. H. Scott & Co's Godown) Kennedy Town.

SUNDRY SHIP'S GEAR

—S.S. "CHIVO MARU"

Comprising:
Steam Winches, Boat Davits, Brass port scuttles and frames, Brass Saloon window frames and windows, Electric Fans and Lamps, Copper Whistle and Syren, Brass signal gun, Engine Room water-tight shutter box, Copper and Brass steam pipes, etc., etc.

1 Security Light.

N.B.—Further sales will be notified later.

On view from Friday, the 26th inst. Catalogues on application.
Terms—Cash on delivery.

GEO. F. LAMBERT,
Auctioneer.
Hongkong, May 19, 1916. 666

EVERY BEETLE EVERY BUG

Is killed once "Keating's" comes into thorough contact with it.

Sold in Tin only. The guaranteed way to kill beetles, bugs and household insects in 10 minutes.

Use
KEATING'S POWDER

PEAR TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 10 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS.

8.50 p.m. and 9 p.m., 9.30 p.m. to 11.00 p.m. every half hour.

11.00 p.m. to 11.45 p.m. every quarter of an hour.

SATURDAY.

7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 10 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SUNDAY.

7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 10 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SPECIAL CARS by arrangement at the Company's Office, ALEXANDER BONGIORNO, Des Voeux Road Central.

Season and punch tickets available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Comproadors order representing Bank Notes.

JOHN D. HUMPHREYS & SON,
General Managers.

THE

LONDON DIRECTORY.

(PUBLISHED ANNUALLY)

ENABLES traders throughout the World to communicate direct with English MANUFACTURERS & DEALERS

In each class of goods. Besides being a complete commercial guide to London and its suburbs, the Directory contains lists of EXPORT MERCHANTS

with the Goods they ship, and the Colonial and Foreign Markets they supply.

STEAMSHIP LINES

arranged under the Ports to which they sail, and indicating the approximate sailings.

PROVINCIAL TRADE NOTICES

of leading Manufacturers, Merchants, etc., in the principal provincial towns and industrial centres of the United Kingdom.

A copy of the current edition will be forwarded, freight paid, on receipt of Postal Order for 20s.

Dealers seeking Agencies can advertise their trade cards for 2s. or larger advertisements from 2s.

The London Directory Co., Ltd.,
25, Abchurch Lane, London, E.C.

THE ALEXANDER OASE Cannot be beaten. If Equalled. For Bread, Cakes, Confectionery, Meats with Wines & Liquors.

A menu is 7,200 feet.

AFFAIRS IN CHINA IN 1915.

The Statistical Department of the Inspectorate of Customs has issued its annual report, the "Report on the Foreign Trade of China and Abstracts of Statistics" from which is the following:—

General.—The interference with commerce of the European war was very marked during 1915, principally owing to the scarcity of tonnage and to the rise in freights. But for this drawback it is quite plain that the year would have been one of very brisk trade, notwithstanding the unrest caused by the Japanese demands early in the year and the fears of possible disturbances when the announcement was made that a change in the form of Government was contemplated. The indignation aroused by the demands led to a campaign against Japanese goods that lasted for four months in some provinces, in spite of steps taken by the Chinese Government to stop it, and must have resulted in serious loss to Japan, as the people not only refused to purchase Japanese goods, but shipped retained at some ports from sailing cargo by Japanese vessels. By the end of September the agitation had died out, but in the meanwhile Chinese manufacturers of certain goods similar to those imported from Japan, such as candles, soap, glassware, matches, towels, cotton under-clothing, cotton cloth, boots and shoes, mirrors, sugar and umbrellas, took advantage of the situation to push the sale of their goods. The Chinese dealers did very well in tea, silk, antimony, and in saline dyes which were eagerly in value and were resold at handsome profit. The scarcity of chemical dyes and of synthetic indigo led to a revival of the cultivation of natural indigo, an interesting example of the rapidity with which Chinese farmers meet the demands of the market. One of the features of the trade of the year has been the increased production and ready sale of cotton yarn and cotton piece goods manufactured in China. There are now over 30 cotton mills working, with 1,029,218 spindles and 3,610 looms, and further extensions are projected. The capacity is estimated at 800,000 bales of yarn and 1,584,000 pieces of 40 yards. The Ministry of Commerce reports that there are in Hsiao and Shantung 15,400,000 spindles under cotton, in Szechwan, Kwantung, Kwangsi, Hupoh, and Chekiang 11,100,000 spindles, making a total of 27,500,000 spindles, with an estimated crop of 1,050,000 pieces of clean cotton. The Japanese mills are said to have working 2,414,544 spindles and 21,223 looms. From which it will be seen that while the Japanese have one loom to 99 spindles, the Chinese have one loom to 223 spindles. The increase in the demand for Chinese machine-woven cloth seems certain to lead to the installation of more looms, and there is little doubt that the cotton spinning and weaving industry will show rapid and extensive development in certain lines. The impossibility of obtaining money for railway building naturally resulted in an almost complete cessation of work. The influence of railways in extending trade was pointed out in the report written last year, and it is greatly to be regretted that the difficulties should have arisen just when the importance of improving means of communication had been so clearly recognised that great extensions had been decided upon, and when so much was being done to carry out quite an imposing programme of construction. In the absence of funds to build railways, much might be done in the way of providing roads suitable for motor traffic, the value of which has been startlingly proved during the war. Such roads will, in any case, be needed to feed the railways when built, and meanwhile they would be of inestimable value in facilitating trade and in bringing all parts of the country into closer relations.

"Lungkow" in the province of Shantung, was formally opened to foreign trade on 1st November. It lies about 70 miles to the west of Chefoo, on the Gulf of Pechili, latitude 37deg. 40' N. and longitude 120deg. 30' E. The money in circulation consists of Mexican, Peking, and the new Republican dollars, marks, rubles, yen, and a variety of subsidiary coins. The Bank of China and the Bank of Communications have opened branch offices and issued bank-notes. There is, in addition, a Japanese bank called the "Lungkow Bank," which has also issued notes. During the two months the importations were sufficient to show that foreign goods, especially Japanese cotton goods, are in demand, but no exports had yet appeared likely to find a market abroad.

Details concerning the course of trade during the year have been derived from the quarterly memoranda on trade sent to this Department from the ports, and it will be seen that most of the factors exercising marked influence on the trade were subsidiary to the disturbance caused by war. In addition to the scarcity of tonnage and high freights, which were felt at all ports, the Manchurian ports were also affected by a fall in the ruble exchange, the large withdrawal of troops from the Amur province, the scarcity of railway stock, which was chiefly engaged by military traffic, and by the prohibition by the Russian Government in June to export many kinds of foodstuffs, as well as salt, tobacco, hay, straw, leather, hides, and copper. The winter was one of unusual severity and heavy snowfalls, which interfered with traffic, while an exceptionally wet spring and a violent gale in September ruined the carter-roads and damaged the crops. Imports were checked by the low value of the ruble, but there was a noticeable increase in

American and European medicines from Japan declined for Russia. The prices of many medicines rose enormously, some as much as 500 per cent., and metals were very much dearer. Zinc was three times as dear, galvanized iron sheets doubled in price, while galvanized iron wire rose 40 per cent.; iron plates and sheets, 40 per cent.; iron wire nails, 30 per cent.; copper, 40 per cent.; and brass, 60 per cent. Japanese cotton goods, lost in value owing to a decreased demand for a time, and were to a great extent replaced by similar goods manufactured in China, while Japanese medicines, so ably and energetically pushed by thousands of travelling Japanese pedlars throughout Manchuria, were not favoured by the Chinese. Notwithstanding the supply of natural indigo, the demand for artificial indigo was so great that a rise to three times the normal price did not check importation. Belgian window glass was largely replaced by American and Japanese substitutes, and English galvanized iron by American. Flour milled in Shantung and Hankow very largely replaced American flour, which formerly almost monopolised the Manchurian markets. As the Manchurian milled flour, which is considered better, was not available in any quantity, Russian piece goods of certain classes were reported to be rapidly gaining favour in the districts served by Newchwang. Chinese matches, owing to the unpopularity of Japanese goods which gave them an opening, appear to be now outstripping Japan matches. Kerosene oil from the Yechiao district in Japan has made its appearance in the Manchurian markets, and is likely to enter into severe competition with the other kinds. As regards exports, there was a good demand for beans, bean-cake, bean oil, wheat, and barley, but the fall in the ruble exchange and poor crops made the price of wheat almost prohibitive and checked the outflow to the Russian mills at Habarovsk and Blagoveshchensk. The effects of the 1914 floods were still felt and the constant high water interfered with the crops, while there was an outbreak of rinderpest, which led the Japanese authorities to prohibit the crossing of the Tumen River by Koroda ex-carts during the continuance of the outbreak. The demand for silk cleared off the accumulated stocks, and trade in this staple was brisk throughout the year, showing a marked improvement over 1914. The timber trade was greatly assisted by the high freights prevailing, which operated against Japanese and American importations, and the general tendency of sellers was to hold out for better prices. The crop of beans is reported to have been less by 20 per cent. than that of 1914, and exports were very seriously impeded by lack of tonnage and high freights. Japan bought large quantities of bean-cake to be used as a fertilizer to remedy a scarcity of sulphate of ammonia and other chemical manures wanted for the rice fields. Bean oil was wanted by America in consequence of a sudden rise in the price of cotton seed there, and there was also a good demand from Europe and Japan, but great difficulty was experienced in getting away the increased production. The following notes are of interest. A daily service of two small steamers along the Chinese bank of the Amur, from Taiheio to Ninkanka (below Aigun), interfered considerably with the junk trade. Immigration is increasing and more land is constantly being brought under cultivation. The Russian Government not only stopped many exports into Chinese territory, but also commenced the levy of import duties on goods formerly imported free from China. In November the British Government, in view of the fact that, while the export of beans and bean oil from Vladivostok to neutral countries had been forbidden, no such restrictions were imposed on similar goods exported from Dairen, proposed that, pending the conclusion of satisfactory arrangements, to prevent such goods from reaching enemy countries, the Japanese Government should prohibit the export of beans and bean oil from Dairen to neutral countries unless they first touched at an English port. There were various objections to this proposal and it appears to have fallen through, but the prohibition by the British Government of the re-export of cereals, etc., from England over-stocked the market there and acted as a check on exportations from Manchuria. The Dairen Commission reports that the first pig iron was turned out by the Pechili Colliery and Iron Mining Company on the 16th January. The annual output is estimated at 80,000 tons, valued at 1 million gold yen, and will be shipped to Japan from Dairen in the winter and from Newchwang at other seasons. The South Manchuria Railway Company made a call on the shareholders of 4 millions of yen, to capitalise various new enterprises. The passing by the Japanese Imperial Diet of a bill for the

HAVE YOU A BAD LEG

with wounds that discharge or otherwise, perhaps surrounded with inflammation and swelling, that when you press your finger on the inflamed part it leaves the impression? If so, under the skin you have a boil, which will break out in the pus. The pus being absorbed, the same with the inflamed part, which will be discharged, or there may be a wound; the disease, if allowed to run its course, will deprive you of the power to walk. You may have attended various hospitals, and been told you are to be treated by the Grassoher Ointment, but do not try the Grassoher Ointment. Treatment, which is a certain cure in case of Abscesses, Carbuncles, Boils, Erysipelas, Hemorrhoids, Ulcers, Joints, Burns, Scalds, Frost-bites, and all other skin diseases, is to be found in the Grassoher Ointment. Send at once to the Drug Store for a box of

GRASSHOPPER OINTMENT

AND PILLS. Prepared by Albert, Albert House, Partridge Street, London, England. Price in England 1/11 and 2/6 per box.

Agents:—A. S. Watson & Co., Ltd. Hongkong.

establishment of a special bank to finance Japanese enterprises in Manchuria and Mongolia was warmly welcomed in commercial circles. The Dairen Savings Bank increased its capital and was reorganised as an ordinary bank, and there is a general tendency to expansion in all banking activities. One of the pits at the Fushen coal mines was destroyed by fire. The South Manchuria Railway experimental mill for extracting oil from beans by a chemical process has been sold to Suzuki and Co., of Kobe. The process has proved to give profitable results, and the new owners contemplate the enlargement of the mill and doubling the output. It is quite evident that the trade of Manchuria will, when normal conditions prevail, show a large and constant increase, and the probabilities are that the increase will be very rapid.

Considerable interest was aroused by the announcement of the Huohu Conservancy Board that it was intended to keep the Peiho River open to navigation during the winter by means of ice-breakers, and the efforts made were completely successful until the middle of January, when the abnormally low temperature blocked the entrance and thick ice was encountered 60 miles outside the bar. Unfortunately, the shipping companies did not anticipate such a measure of success as was secured, and the number of steamers sent up was quite insufficient to cope with the amount of cargo offering. Given a moderate winter of normal conditions, the Board is confident that it will be entirely successful in future. When the season opened there was a strong demand for foreign goods, and higher freights and prices did not much affect arrivals except in the case of cotton-pieced goods. As the year went on prices continued to rise from the causes already sufficiently indicated; many kinds of piece goods could not be supplied at all for want of the requisite dyes. Chinese dealers were slow to realize that as long as the war continues there can be no hope of more favourable conditions, and importers found it impossible to obtain fair prices for forward delivery or to guarantee any specified time of arrival. Work on the break-water at Chefoo commenced on the 2nd August. It is worth noting that cargo such as silk and straw braid formerly sent to Kiochow for shipment was diverted to Chefoo, but this is hardly likely to continue now that the Chinese Maritime Customs are again established and the port is once more subject to regulations with which shippers are familiar. At Kiochow the currency is Japanese silver yen, but China are rarely seen in actual circulation. Japanese war notes and Yohohama Special Bank notes being legal tender to unlimited amounts. Business is at present almost monopolised by Japanese, since the uncertainty about the future status of the port prevents Chinese and European capitalists from undertaking business on any large scale.

RAILWAYS IN CHINA.

IMPORTANT CONCESSIONS TO RUSSIA.

The Times correspondent at Peking on March 28th cables:—

An important agreement between the Chinese Government and the Russo-Asiatic Bank was signed yesterday. It provides for the construction of a railway from Harbin to Blagoveshchensk, a total of 1,000 versts (686 miles). The line will be a river line of great fertility and promote agricultural development on a large scale. A large section of the projected railway follows the same line as the American Chinchow-Aigun scheme, the agreement relating to which was signed by China but was opposed by Russia and Japan. The present agreement provides for a loan of 25,000,000, to be floated in the financial centres of Europe after the war. The conditions include the usual safeguards relating to construction, accounts, &c. This new agreement may be regarded as an offset to the series of Japanese agreements of October, 1913, relative to railways to be built in Eastern Mongolia and Southern Manchuria.

The new railway to be built from Harbin to Blagoveshchensk will be about 400 miles long, and will put the Amur Province of Asiatic Russia in direct communication with Northern China. Blagoveshchensk lies on the northern or Russian bank of the Amur river and is connected by a short branch line with the Amur railway, a line built since the Russo-Japanese war to give Russia a through route in her own territory from Moscow to Vladivostok. The mention of Harbin in the new agreement indicates the direction the Harbin-Blagoveshchensk railway will take. Mergen, one of the few considerable cities of Northern Manchuria, lies on the banks of a head stream of the Sunghari. It is some 240 miles N.W. of Harbin, and about 150 miles north of Tsitsihar, a station on the Chinese Eastern Railway, which is under Russian control.

LOSING WEIGHT BY THE POUND

"Under Weight," a condition of ill-health, shows your assimilative powers are decreasing.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

Supplies the blood with the wanted nourishing and healthy flesh building materials. Very palatable.

OF ALL CHEMISTS

Prices: 21/6 and 32/6

INTIMATIONS

TELEPHONE UP

636

AND ASK FOR

No. 10
WHISKY.

PRODUCED AND BOTTLED IN SCOTLAND BY

JAS. WATSON & CO., LTD.

SOLE AGENTS.

DONNELLY & WHYTE.

QUEEN'S BUILDINGS,

100, House Street

A Double Safeguard.

When buying Worcestershire Sauce, always look for the signature in White

Lea & Perrins

on the Red label, and see also that the name LEA & PERRINS is embossed in raised letters on the glass bottle.

LEA & PERRINS' label and bottle are copied to such an extent that these precautions are necessary, in order to make sure that you are being supplied with the original and genuine Worcestershire and not one of its many imitations.

At Night.
After a hard day's work, or after unusual physical exertion, take Morlick's. It helps Nature to tone up your system. It is the ideal Food-Drink—its ingredients are Wheat, Malt, and Milk, scientifically combined and put up in powder form in glass jars. Delicious to the Taste. Made in a moment—no cooking.
Of all Chemists and Stores in 3 sizes, 1/6, 2/6 and 1/- (in England).

MORLICK'S MALTED MILK

PRIZE MEDAL 1876

OAKLEY'S

WELLINGTON KNIFE POLISH

WELLINGTON SILVERSMITH'S BLACK LEAD SOAP FOR CLEANING PLATES

POLYBRILLIANT METAL POMADE NEVER BECOMES DRY & HARD LIKE OTHER METAL PASTES

JOHN OAKLEY & SONS, LIMITED, "WELLINGTON MILLS," LONDON

THE CHINA MAIL, LTD.

UNDERTAKES
ALL SORTS OF JOB-PRINTING
such as:
CIRCULARS, PAMPHLETS, BOOKS, PROSPECTUSES, WINE LISTE, INVITATION CARDS, MENUS, DANCE AND ENTERTAINMENT PROGRAMMES, ETC.

Obtain quotations from

THE CHINA MAIL OFFICE

5 Wyndham Street

European Supervisor Moderate Prices.

"ANOTHER ROUND."



WATSON'S E LIQUEUR
WHISKY
 The Premier Scotch
 of the East.
A. S. WATSON & Co. LTD.,
 HONGKONG.

WM. POWELL
 LTD.
 TEL. 346

SMART WASHING FABRICS

THE NEWEST PATTERNS AND COLOURINGS.
 NOW ON SHOW.

THE DIARY.

MEMOS FOR TO-MORROW.

Empire Day.
 Holiday.
 9 a.m.—Children's Service at St. John's Cathedral.
 9.30 a.m.—Children's Service at the R.C. Cathedral.
 8.30 p.m.—Police Reserve's Entertainment in City Hall.

General Memoranda.

THURSDAY, May 25:—
 11 a.m.—Auction of Duck Feathers and Bamboo Cases at Messrs. Hughes and Hough's.
 5.30 p.m.—Annual General Meeting of the Victoria Recreation Club.

FRIDAY, May 26:—
 Queen Mary's Birthday (1867).
 11 a.m.—Auction of Office Furniture etc. at Messrs. Hughes and Hough's.

SATURDAY, May 27:—
 2.30 p.m.—Auction of Japanese Curios etc. at Messrs. Hughes and Hough's.
 2.45 p.m.—Second Gymkhana Meeting of the Season.

SUNDAY, May 28:—
 9 a.m.—Excursion to Macao by S.S. "Taishan".

MONDAY, May 29:—
 11 a.m.—Auction of Ship's Gear ex "Chiyo Maru" at T.K.K. and Scott and Co's. Godowns, Kennedy Town.

TUESDAY, May 30:—
 Recreation Day in U.S.A.
 Hongkong Stock Exchange Settlement Day.

2.30 p.m.—Auction of Portable Motor at Messrs. Hughes and Hough's.
 3 p.m.—Auction of Carpets and Rugs at Messrs. Hughes and Hough's.

WEDNESDAY, May 31:—
 11 a.m.—Auction of Ship's Furniture ex "Chiyo Maru" at T.K.K. and Scott and Co's. Godowns, Kennedy Town.

The English New Derby run at Newmarket.

THURSDAY, June 1:—
 Ascension Day.
 Noon—"Star" Ferry Co's. Meeting.

SATURDAY, June 3:—
 King George's Birthday (1895).
 Holiday.

MONDAY, June 5:—
 Dragon Boat Festival.

WEDNESDAY, June 7:—
 Ascension Day.

THURSDAY, June 8:—
 Ascension Day.

FRIDAY, June 9:—
 Ascension Day.

SATURDAY, June 10:—
 Ascension Day.

SUNDAY, June 11:—
 Ascension Day.

MONDAY, June 12:—
 Ascension Day.

TUESDAY, June 13:—
 Ascension Day.

WEDNESDAY, June 14:—
 Ascension Day.

THURSDAY, June 15:—
 Ascension Day.

FRIDAY, June 16:—
 Ascension Day.

SATURDAY, June 17:—
 Ascension Day.

SUNDAY, June 18:—
 Ascension Day.

MONDAY, June 19:—
 Ascension Day.

TUESDAY, June 20:—
 Ascension Day.

WEDNESDAY, June 21:—
 Ascension Day.

THURSDAY, June 22:—
 Ascension Day.

FRIDAY, June 23:—
 Ascension Day.

SATURDAY, June 24:—
 Ascension Day.

SUNDAY, June 25:—
 Ascension Day.

MONDAY, June 26:—
 Ascension Day.

TUESDAY, June 27:—
 Ascension Day.

WEDNESDAY, June 28:—
 Ascension Day.

THURSDAY, June 29:—
 Ascension Day.

FRIDAY, June 30:—
 Ascension Day.

SATURDAY, July 1:—
 Ascension Day.

SUNDAY, July 2:—
 Ascension Day.

MONDAY, July 3:—
 Ascension Day.

TUESDAY, July 4:—
 Ascension Day.

WEDNESDAY, July 5:—
 Ascension Day.

THURSDAY, July 6:—
 Ascension Day.

FRIDAY, July 7:—
 Ascension Day.

SATURDAY, July 8:—
 Ascension Day.

SUNDAY, July 9:—
 Ascension Day.

MONDAY, July 10:—
 Ascension Day.

TUESDAY, July 11:—
 Ascension Day.

WEDNESDAY, July 12:—
 Ascension Day.

THURSDAY, July 13:—
 Ascension Day.

FRIDAY, July 14:—
 Ascension Day.

SATURDAY, July 15:—
 Ascension Day.

SUNDAY, July 16:—
 Ascension Day.

MONDAY, July 17:—
 Ascension Day.

TUESDAY, July 18:—
 Ascension Day.

WEDNESDAY, July 19:—
 Ascension Day.

THURSDAY, July 20:—
 Ascension Day.

FRIDAY, July 21:—
 Ascension Day.

SATURDAY, July 22:—
 Ascension Day.

SUNDAY, July 23:—
 Ascension Day.

MONDAY, July 24:—
 Ascension Day.

TUESDAY, July 25:—
 Ascension Day.

WEDNESDAY, July 26:—
 Ascension Day.

THURSDAY, July 27:—
 Ascension Day.

FRIDAY, July 28:—
 Ascension Day.

SATURDAY, July 29:—
 Ascension Day.

SUNDAY, July 30:—
 Ascension Day.

MONDAY, July 31:—
 Ascension Day.

TUESDAY, August 1:—
 Ascension Day.

WEDNESDAY, August 2:—
 Ascension Day.

THURSDAY, August 3:—
 Ascension Day.

FRIDAY, August 4:—
 Ascension Day.

SATURDAY, August 5:—
 Ascension Day.

SUNDAY, August 6:—
 Ascension Day.

MONDAY, August 7:—
 Ascension Day.

TUESDAY, August 8:—
 Ascension Day.

WEDNESDAY, August 9:—
 Ascension Day.

THURSDAY, August 10:—
 Ascension Day.

FRIDAY, August 11:—
 Ascension Day.

SATURDAY, August 12:—
 Ascension Day.

SUNDAY, August 13:—
 Ascension Day.

MONDAY, August 14:—
 Ascension Day.

TUESDAY, August 15:—
 Ascension Day.

WEDNESDAY, August 16:—
 Ascension Day.

THURSDAY, August 17:—
 Ascension Day.

FRIDAY, August 18:—
 Ascension Day.

SATURDAY, August 19:—
 Ascension Day.

SUNDAY, August 20:—
 Ascension Day.

MONDAY, August 21:—
 Ascension Day.

TUESDAY, August 22:—
 Ascension Day.

WEDNESDAY, August 23:—
 Ascension Day.

THURSDAY, August 24:—
 Ascension Day.

FRIDAY, August 25:—
 Ascension Day.

SATURDAY, August 26:—
 Ascension Day.

SUNDAY, August 27:—
 Ascension Day.

MONDAY, August 28:—
 Ascension Day.

TUESDAY, August 29:—
 Ascension Day.

WEDNESDAY, August 30:—
 Ascension Day.

THURSDAY, August 31:—
 Ascension Day.

FRIDAY, September 1:—
 Ascension Day.

SATURDAY, September 2:—
 Ascension Day.

SUNDAY, September 3:—
 Ascension Day.

MONDAY, September 4:—
 Ascension Day.

TUESDAY, September 5:—
 Ascension Day.

WEDNESDAY, September 6:—
 Ascension Day.

THURSDAY, September 7:—
 Ascension Day.

FRIDAY, September 8:—
 Ascension Day.

SATURDAY, September 9:—
 Ascension Day.

SUNDAY, September 10:—
 Ascension Day.

MONDAY, September 11:—
 Ascension Day.

TUESDAY, September 12:—
 Ascension Day.

WEDNESDAY, September 13:—
 Ascension Day.

THURSDAY, September 14:—
 Ascension Day.

FRIDAY, September 15:—
 Ascension Day.

SATURDAY, September 16:—
 Ascension Day.

SUNDAY, September 17:—
 Ascension Day.

MONDAY, September 18:—
 Ascension Day.

TUESDAY, September 19:—
 Ascension Day.

WEDNESDAY, September 20:—
 Ascension Day.

THURSDAY, September 21:—
 Ascension Day.

FRIDAY, September 22:—
 Ascension Day.

SATURDAY, September 23:—
 Ascension Day.

SUNDAY, September 24:—
 Ascension Day.

MONDAY, September 25:—
 Ascension Day.

TUESDAY, September 26:—
 Ascension Day.

WEDNESDAY, September 27:—
 Ascension Day.

THURSDAY, September 28:—
 Ascension Day.

FRIDAY, September 29:—
 Ascension Day.

SATURDAY, September 30:—
 Ascension Day.

SUNDAY, October 1:—
 Ascension Day.

MONDAY, October 2:—
 Ascension Day.

TUESDAY, October 3:—
 Ascension Day.

WEDNESDAY, October 4:—
 Ascension Day.

THURSDAY, October 5:—
 Ascension Day.

FRIDAY, October 6:—
 Ascension Day.

SATURDAY, October 7:—
 Ascension Day.

SUNDAY, October 8:—
 Ascension Day.

MONDAY, October 9:—
 Ascension Day.

TUESDAY, October 10:—
 Ascension Day.

WEDNESDAY, October 11:—
 Ascension Day.

THURSDAY, October 12:—
 Ascension Day.

FRIDAY, October 13:—
 Ascension Day.

SATURDAY, October 14:—
 Ascension Day.

SUNDAY, October 15:—
 Ascension Day.

MONDAY, October 16:—
 Ascension Day.

TUESDAY, October 17:—
 Ascension Day.

WEDNESDAY, October 18:—
 Ascension Day.

THURSDAY, October 19:—
 Ascension Day.

FRIDAY, October 20:—
 Ascension Day.

SATURDAY, October 21:—
 Ascension Day.

SUNDAY, October 22:—
 Ascension Day.

MONDAY, October 23:—
 Ascension Day.

TUESDAY, October 24:—
 Ascension Day.

WEDNESDAY, October 25:—
 Ascension Day.

THURSDAY, October 26:—
 Ascension Day.

FRIDAY, October 27:—
 Ascension Day.

SATURDAY, October 28:—
 Ascension Day.

SUNDAY, October 29:—
 Ascension Day.

MONDAY, October 30:—
 Ascension Day.

TUESDAY, October 31:—
 Ascension Day.

WEDNESDAY, November 1:—
 Ascension Day.

THURSDAY, November 2:—
 Ascension Day.

FRIDAY, November 3:—
 Ascension Day.

SATURDAY, November 4:—
 Ascension Day.

SUNDAY, November 5:—
 Ascension Day.

MONDAY, November 6:—
 Ascension Day.

TUESDAY, November 7:—
 Ascension Day.

WEDNESDAY, November 8:—
 Ascension Day.

THURSDAY, November 9:—
 Ascension Day.

FRIDAY, November 10:—
 Ascension Day.

SATURDAY, November 11:—
 Ascension Day.

SUNDAY, November 12:—
 Ascension Day.

MONDAY, November 13:—
 Ascension Day.

TUESDAY, November 14:—
 Ascension Day.

WEDNESDAY, November 15:—
 Ascension Day.

THURSDAY, November 16:—
 Ascension Day.

FRIDAY, November 17:—
 Ascension Day.

SATURDAY, November 18:—
 Ascension Day.

SUNDAY, November 19:—
 Ascension Day.

MONDAY, November 20:—
 Ascension Day.

TUESDAY, November 21:—
 Ascension Day.

WEDNESDAY, November 22:—
 Ascension Day.

THURSDAY, November 23:—
 Ascension Day.

FRIDAY, November 24:—
 Ascension Day.

SATURDAY, November 25:—
 Ascension Day.

SUNDAY, November 26:—
 Ascension Day.

MONDAY, November 27:—
 Ascension Day.

TUESDAY, November 28:—
 Ascension Day.

WEDNESDAY, November 29:—
 Ascension Day.

THURSDAY, November 30:—
 Ascension Day.

FRIDAY, December 1:—
 Ascension Day.

SATURDAY, December 2:—
 Ascension Day.

SUNDAY, December 3:—
 Ascension Day.

MONDAY, December 4:—
 Ascension Day.

TUESDAY, December 5:—
 Ascension Day.

WEDNESDAY, December 6:—
 Ascension Day.

THURSDAY, December 7:—
 Ascension Day.

FRIDAY, December 8:—
 Ascension Day.

SATURDAY, December 9:—
 Ascension Day.

SUNDAY, December 10:—
 Ascension Day.

MONDAY, December 11:—
 Ascension Day.

TUESDAY, December 12:—
 Ascension Day.

WEDNESDAY, December 13:—
 Ascension Day.

THURSDAY, December 14:—
 Ascension Day.

FRIDAY, December 15:—
 Ascension Day.

SATURDAY, December 16:—
 Ascension Day.

SUNDAY, December 17:—
 Ascension Day.

MONDAY, December 18:—
 Ascension Day.

TUESDAY, December 19:—
 Ascension Day.

WEDNESDAY, December 20:—
 Ascension Day.

THURSDAY, December 21:—
 Ascension Day.

FRIDAY, December 22:—
 Ascension Day.

THE WAR.

TO-DAY'S TELEGRAMS.

(Butler's Service to the China Mail)

TERRIBLE BATTLE AT VERDUN.

FIVE ENEMY DIVISIONS ON A SEVEN MILE FRONT.

PARIS, May 22. A semi-official statement speaks of yesterday's "terrible battle" as the greatest since that of April 9th. The enemy employed no fewer than five divisions on a front of seven miles, calculating that the shock would be sufficient to secure a decision, but after extraordinarily stubborn fighting the whole day long for only was the French line unbroken but French counter-attacks resulted in the capture of tactical German positions.

AUSTRIA V. ITALY.

AN IMMENSE AUSTRIAN EFFORT.

ITALIANS CONFIDENT OF FINAL OUTCOME.

ROME, May 22. A semi-official statement says that on the 15th inst. there were on the Italian front thirty-eight Austrian divisions drawn from Galicia and the Balkans and some new formations, and sixteen divisions of the best troops intended for the offensive in the sector between Adige and Brenta.

The Austrians also massed in Trentino their heaviest artillery, taken from the Russian front.

"Thus it is evident that the Austrians launched an immense effort against our front, but our brave Army stems the furious offensive and is most confident in the final outcome."

GERMANY'S FOOD SUPPLY.

NEW SCHEME OF ORGANISATION.

AMSTERDAM, May 22. The German papers state that a new scheme for organising the food supply which the Bundesrat is discussing empowers the Chancellor to seize and distribute all foodstuffs, fodder and their raw materials, and to fix the price of sale. The authorities of the different States are obliged to obey the Chancellor's instructions.

According to the "Berliner Tageblatt," Herr Ertel, President of East Prussia, becomes Dictator of Foodstuffs.

GERMAN FINANCE MINISTER RESIGNS.

AMSTERDAM, May 22. Count Reichenow, Secretary of Alsace-Lorraine, succeeds Herr Helfferich as Minister of Finance.

PORTUGAL'S PARLIAMENT.

LISBON, May 22. Parliament has been prorogued till December 2nd.

FRENCH OUTPUT OF MUNITIONS.

A THIRTY-FOLD INCREASE.

The following figures, the Paris correspondent of "The Times" says, indicate the extent whereby the production of French guns and munitions has increased during the war.

If the figure is taken throughout to represent the output on August 1, 1914, the various outputs on May 15, 1915, December 31, 1915, and February 1, 1916, respectively were as follows:

	May 15, 1914	Dec. 31, 1915	Feb. 1, 1916
Empty shell-cases for 75's	14	29	306
Empty shell-cases for larger guns	6	35	441
Powder made in Ministry of Munitions establishments	18	28	28
Powder made in other establishments	7	177	233

The French Army possessed on Feb. 1 22 times as many heavy guns as at the beginning of the war.

Among other remarkable facts it may be mentioned that a motor-car manufacturer has built in three months a factory to turn out 1,000 Shrapnells for 75's per hour.

The French stock of munitions, not only keeps up comfortably with the terrific expenditure round Verdun and elsewhere, but increases daily.

CROUP.

THIS disease is so dangerous and so rapid in its development that every mother of young children should be prepared for it. It is very risky to wait until the attack of croup appears and then send for medicine and let the child suffer until it can be obtained. Chamberlain's Cough Remedy is prompt and effective and has never been known to fail in any case. Always have a bottle in the home. For sale by all Chemists and Storekeepers.

ENEMY CONCENTRATION AT BAGDAD.

AUSTRO-GERMAN REINFORCEMENTS.

LONDON, May 22. A telegram from Bukharest dated the 18th inst. says that 4,000 German troops are expected at Bagdad in June. Twelve thousand Austrians are already there.

The Turks are weakening their defences at Constantinople and sending all possible reinforcements to Asia Minor, concentrating a large force at Marash, three days' north-east of Alexandretta.

THE SALONIKA FRONT.

GERMAN TROOPS SENT TO FRANCE.

LONDON, May 22. Deserters who have arrived at Salonika confirm reports of the departure of most of the German troops on the Greece-Serbian frontier for France.

THE HOARDED WEALTH OF INDIA.

LONDON, May 22. Professor Foxwell in a lecture at the Royal Institution on the Finance of the War said he could not understand why we had not tried to tap the large hoards of wealth in India for loan purposes.

EARLIER TELEGRAMS.

THE ITALIAN FRONT.

ENEMY'S ENORMOUS LOSSES IN A GREAT OFFENSIVE.

ROME, May 22. A continuance of the persistent Austrian attacks is recorded in a communication which says:—After an all-day bombardment of the Boni Zugna positions in the Lagarina Valley, great masses of the enemy infantry attacked late in the evening, and were repulsed, after a desperate fight, with enormous losses.

There was a fierce artillery duel from Pashio to the Terraglio Valley, where the Italians continued the reinforcement of the support lines to which they had fallen back. The enemy in the afternoon and evening repeatedly fiercely attacked in great force the Italian positions between Astico and Brenta. The Italians not merely withstood the assaults very stubbornly, but recaptured a number of forts after desperate hand-to-hand actions, taking a number of prisoners.

The enemy in the Sugano Valley attacked our advance posts, which repulsed the attacks and then retired gradually to the supporting lines.

VERDUN.

DESPERATE ALL-DAY BATTLE.

PARIS, May 22. Last night's communications says:—On the left at the Meuse a desperate battle continued all day between Avocourt Wood and the Meuse.

A French attack in the vicinity of the Ennes-Hancourt Road resulted in the capture of two German trenches. Our artillery destroyed a small work which the enemy captured on the 18th inst. south of Hill 287.

The Germans attacked immediately east of Hill 304 and momentarily penetrated the first-line trench, but they were completely ejected.

A violent attack by a German Brigade on the western slopes of Mort Homme was stopped by machine-guns and a counter-attack by bombers. Enemy columns following the assaulting waves were caught by the fire of our batteries and compelled to retreat.

On the right of the Meuse there was a fierce artillery duel in the Douaumont sector. A French attack captured the strongly-fortified Haudromont quarries, 80 prisoners, and four machine guns.

AERIAL BOMBING RAIDS.

German aeroplanes twice bombed Dunkirk since yesterday. Twenty bombs were dropped on Saturday evening, killing four and wounding 18. Another squadron at noon today dropped 100 bombs on the suburbs of Dunkirk, killing two soldiers and a child, and wounding 20 persons. The Allies' aeroplanes pursued the raiders, and fell two as they were re-entering the German lines.

A group of 53 British, French, and Belgian aeroplanes, immediately after the first raid, dropped 250 bombs on German cantonments at Wytswe and Ghistel.

German aeroplanes dropped 15 bombs on Belfort. The damage done was insignificant.

THE BRITISH FRONT.

AEROPLANE ENCOUNTERS.

LONDON, May 22. General Sir Douglas Haig, in a communication says. Our aeroplanes yesterday had several successful encounters. Two enemy machines fell in flames in the enemy lines, and a third fell in our lines, while one of our aeroplanes fell in the enemy's lines.

Much successful artillery work was also accomplished. A hostile machine early this morning landed undamaged in our lines, and the pilot and observer were captured.

The enemy last night made three small attacks south-west of Witley. All were repulsed. The enemy artillery was very active throughout the day between Vinny and Looe. A very heavy fire was directed on our front trenches south of Souchez. Our artillery replied and silenced a hostile battery.

THE DEVELOPMENT OF THE PHILIPPINES.

WHAT PUBLIC WORKS HAVE DONE.

At one of the occasional American Men's Tifins, held at Shanghai a week ago, the speaker was Mr. Arthur F. Allen, visitor from the Philippines. Mr. Allen was introduced by Judge Lobingier. Mr. Allen began life as a construction engineer but in some manner which was not explained he drifted into the legal profession and it was as an lawyer appearing before him that Judge Lobingier first met him. He won his case, and the two have been friends since. But in the Americanization of the Philippines Mr. Allen saw a greater field for himself in the actual work of the physical building-up of the islands, and he has adopted the profession and become an engineer again. Mr. Allen has contributed in no small extent to the tremendous work done in the islands by the Americans in the way of roads, bridges, and buildings, and it was of this work, particularly the concrete side of it, that Mr. Allen spoke.

When the Americans went to the Philippines they found all roads, and bridges practically destroyed and most of the public buildings in a state of great neglect. To try to put things straight in a temporary fashion was the first public service work of the military; the most important part of that had to be solved was that of communication. A director of public works was appointed and the islands divided into about 30 districts, each in the charge of a district engineer, whose duty it was to gather data on roads, bridges, and public buildings that might be required.

In 1907 the road schemes were crystallized in a definite policy, a policy that provided a network of highways for each island. A highway leading to the extremes was started from the chief port city or town of each island, and from there important feeder roads to be built leading into the main highway, these to be constructed later as necessity required. Provincial authorities were required to concentrate their work on the main highway, so that these trunk roads were completed first.

To-day there are 3,000 kilometres of first class macadamized roads in the islands, the average right of way being 50 ft. The actual roadway itself is 16 to 30 ft., and on each side are grassy slopes with the drainage outside.

WORK OF MAINTENANCE. In the Philippines the building of a road does not end there. It is as much a matter of maintenance as it is of build-it, and accordingly the camionero system was adopted with a camionero, or roadman, in charge of each kilometre of every road. These men are held responsible for the maintenance of their individual section of the road, and for this purpose maintenance bins containing road material of various sorts are placed all along the roads at intervals of 100 to 200 metres. The result is that the Philippines have roads that compare favourably with those of any country in the world.

The road from Alimanan which leads through Manila to Baguio, the hill resort, and beyond, is the finest motor road I have ever seen, said Mr. Allen. "It is shaded with coconut groves for the greater part of the 80 kilometres, a hard fine road on which you can speed up to 50 to 60 miles an hour with entire safety. It is a far better road than the famous one in Java."

Concrete bridges with concrete piles are being built everywhere in the islands in preference to wood or steel. Concrete construction for bridges saves about two-thirds of the cost of excavating and pumping for the foundations, and concrete bridges are found more suitable and cheaper to maintain.

From roads Mr. Allen went on to buildings. School houses were the most important of the public buildings to be built. The children were at first housed in small filthy wooden buildings, most of them rotting and decaying. Concrete masonry was used, and the result was a concrete nothing to maintain it, a point that appeals especially to the Oriental. Hundreds of concrete school houses have been built, and hundreds of concrete markets. Formerly the markets were made of wood, filthy structures with swarming rats and pigs and vermin and dogs free to wander on and beneath the floor. Concrete markets that can be cleaned out every day with a hose have added much to the improved health conditions of the islands.

Another health-promoting public works service in the islands was the introduction of artesian wells. Before these came the people were using filthy water for drinking purposes, with the result that families which had had a child or children only had two or three living. Now every barrio has its flowing artesian well, excellent water being found at a depth of about 100 feet.

Twenty-five members of the Canadian Parliament and 41 members of Provincial Legislatures are now on active service. Ontario has 14 members of the Legislature in uniform, including seven colonels, two majors, three captains, and two lieutenants. British Columbia has four members of its Legislature in khaki. Saskatchewan has four, Nova Scotia four, Prince Edward Island three, New Brunswick two, and Alberta seven. Many of these officers are already overseas.

LATEST EDITION.

STOP PRESS NEWS.

THE IRISH REVOLT.

STRIKING EVIDENCE BY LORD WIMBORNE.

LONDON, May 22.

Lord Wimborne, in giving evidence before the Commission which is inquiring into the recent Irish revolt, declared that he had strongly urged the arrest of the Sinn Feinners. He wrote to Mr. Birrell, when the outbreak occurred: "The worst has happened. If only we had arrested the leaders last night, as I wanted, it might have been averted."

Lord Wimborne said he had also brought his anxieties about Ireland before other members of the Cabinet.

TREATMENT OF BRITISH PRISONERS.

LONDON, May 22.

In the House of Commons Lord Robert Cecil said the treatment of British prisoners in Germany had improved except at some industrial establishments.

He assured the House that reprisals were not lost sight of, but the Government was anxious to avoid it, if possible.

GENERAL TOWNSEND AND STAFF.

SENT TO THE ISLAND OF PRINKEPO.

LONDON, May 22.

An official communication states that the American Ambassador at Constantinople announces that General Townsend and his Staff go to the island of Prinkepo. They are allowed full liberty.

Most of the officers and men of General Townsend's force are still at Kut and Bagdad, where there are ample medical stores.

CHINESE AFFAIRS.

(Wah Taz Yat Po's Service.)

THE CONFERENCE AT NANKING.

TEMPORARY RETENTION OF YUAN SHIH KAI ESSENTIAL.

NANKING, May 21.

The Nanking Conference opened on the 19th inst. General Fung Kwok Chang presided. All the loyal provinces were represented except Shensi.

Ngai Sze Chung, speaking on the first item on the agenda, the question of Yuan Shih Kai's resignation of the Presidency, said he feared there would be great confusion if Yuan were to suddenly resign, and danger would arise out of the military and financial situations.

The Representative of Shantung said that since the Two Kwangs, Kweichow, Yunnan, Chekiang and Shansi were lost, and Szechuan and Hunan were in danger, he feared that the independent provinces would not agree to any arrangement which did not include the resignation of Yuan Shih Kai, and a peaceful settlement could not in that event be attained.

The Representatives of Chihli and Anhui spoke in the same sense as Ngai Sze Chung.

The meeting, without arriving at a decision, adjourned till the following day.

NANKING, May 22.

At yesterday's sitting Ngai Sze Chung, the General of Anhui, and the Representative of the Patrol Commissioners of the Yangtze River, expressed the view that the temporary retention of Yuan Shih Kai as President is essential to a peaceful solution of the situation; that delay is endangering the situation; and that therefore the provinces which have not yet declared their independence must form a definite policy to assume responsibility, inasmuch as the sooner the situation is settled the sooner will peace be restored throughout the country.

The majority of the delegates concurred in these views.

Then the question of preparations was discussed and it was agreed that as soon as the retention question is agreed to, the Southern Provinces be invited to send delegates to discuss the terms of peace.

GENERALS FAVOUR AMICABLE SETTLEMENT.

PEKING, May 22. The Generals of Shensi, Hupeh, Kiangsi, Chihli and Fokien Provinces are in favour of an amicable settlement.

AFFAIRS IN SHENSI.

PEKING, May 22. The Government has ordered 5,000 troops to be transferred from Honan to Shensi.

GERMAN GODOWN AT SHANGHAI BURNT OUT.

SHANGHAI, May 22.

The godown at Footing belonging to Messrs. Carlowitz & Co. has been burnt out. The loss is estimated at half a million taels.

A TEMPERANCE DEBATE AT SHANGHAI.

MODERATE DRINKERS AND TOTAL ABSTAINERS.

An interesting position was created at the debate held at 73 Route Vailou in connexion with the W. C. T. U. on the proposition that "total abstinence is preferable to temperance," when the negative side, argued by two total abstainers, was so ably presented as to leave the Assistant Judge of H. M. Supreme Court, Mr. Skiquier Turner, unable to give a decision. While the effect of such indecision would seem to be given in the Scotch verdict of "Not Proven" the impression was that the total abstainers who argued for temperance won the day.

The Hon. C. S. Lobingier was moderator and introduced the speakers who were—Dr. John Darrow and Mr. C. W. Rankin for the affirmative, and Messrs. O. L. Boynton and W. E. Pettus for the negative.

Mr. Rankin opening the case for the proposition referred to statistics in support of his arguments and went on to show that the appetite for drink began with its temperance use.

They found that young men and women formed the habit usually in their adolescence, and an examination made at the Bellevue Hospital in New York showed that the reason given by 52 per cent. of the alcohol drinkers was sociability, and of the cases examined, 68 per cent. commenced drinking before they were 21 years of age. Hugh Fullerton, the baseball writer, showed the dangers of alcohol in comparing the lasting qualities of professional players. He took 30 moderate drinkers and a like number of abstainers and at the end of two years, fifteen moderate drinkers as compared with 24 abstainers remained in the running. He further pointed out that in the Swedish Army it had been proved by tests that out of 30 shots, a man who had been drinking could make three hits, where an abstainer could make 24. He concluded by quoting Dr. Howard Kelley, of Johns Hopkins University, as saying that alcohol was poison and not a food and that it was the greatest contributor to crime, disease and general misery.

Mr. Boynton explained that he was a total abstainer himself, but urged that if alcohol was to be done away with entirely they would have to forego mince-pies and other kitchen delicacies. In his very name, he argued, the Women's Christian Temperance Union admitted the strength of his argument; they did not call it the Women's Christian Total Abstinence Union. To drink was human, to abstain divine. The discovery of wine, he pointed out, was common to 11 human races and there certainly was a desire for it.

Dr. Darrow supporting the resolution referred to the fact that the Tsar of Russia had prohibited for ever the use of strong drink in Russia and declared that if this had not been done the war would have been over by now, implying that the Germans would have won. An English statesman had said that his country had three enemies of which drink was the worst.

Mr. Pettus urged that their great moral judge was man's conscience and man's conscience allowed drink. With few exceptions the men who had done most for humanity had been temperance users of alcohol. Many of the great leaders in the church were moderate users of alcohol and Paul wrote to his follower Timothy warning him against the use of water and urging him to take a little wine for his stomach's sake. The fact of drink becoming a habit was nothing against it. Every instinct they had was subject to abuse, in just the same way as the instinct for drink. Money was the root of all evil, yet no one would advise total abstinence from its use.

Dr. Darrow spoke in rebuttal and Mr. Skiquier Turner confessed to being a confirmed moderate drinker and found himself unable to come to a decision on the arguments which had been presented.—N. C. Daily News.

At Harrow on April 21, 68 persons were fined for breaches of the fighting regulations, making 256 defendants in six weeks.

To-day's Advertisements.

NOTICE.

THE EXCHANGE BANKS beg to intimate that owing to the Daylight Saving Act being in force in Great Britain applications for Telegraphic Transfers on London should be made in not later than 11 A.M. Hongkong, May 23, 1918.

(Continued on page 8.)

CALLICURA
THE NEW AND CERTAIN
CURE FOR CORNS
WITHOUT PAIN OR INCONVENIENCE.

THIS PREPARATION DIFFERS FROM ALL ENTIRELY SUPERSTANDARD. ALL THE ADVERTISED PLASTERS AND SOLVENTS. IT GIVES IMMEDIATE RELIEF AND EFFECTS A SPEEDY CURE.

IT IS NOT A CAUSTIC, BUT A SOLVENT OF THE DECAYED CUTICLE, AND WILL EFFECT A CURE WHERE ALL OTHER APPLICATIONS HAVE FAILED.

PRICE 60 cents per bottle.

PREPARED ONLY BY

THE QUEEN'S DISPENSARY.

HARPER & Co., Ltd.

TEL. 402.

81, Queen's Road Central.

THE ONLY EXCLUSIVE
ENGLISH TAILORS
IN THE COLONY.

Diss Bros.

No. 4 WYNDHAM ST.
HONG KONG
ESTABLISHED 1860

A handy lad with a hammer can do it well!
But we employ men who are experts to demonstrate the best way to use

"MALTHOID"

These men have learned from experience and will give you the benefit of their experience

FREE!

It will make a great difference in your roof!

CHEAP! CLEAN! WATERPROOF!
"MALTHOID"
LIGHT! SAFE! SNOWPROOF!

Agents: BRADLEY & Co., Ltd.

HONGKONG.

"D. C. L."

Malt Extract

with

Cod Liver Oil

Is made from the finest selected Barley and malted with the greatest care on the Company's own premises.



THE DISTILLERS COMPANY, LTD.

EDINBURGH.

Price per 1 lb. Jar - - - - \$1.00

" " 2 lb. Jar - - - - \$1.80

SOLE AGENTS:

GANDE, PRICE & Co., Ltd.

81, Queen's Road Central.

Tel. No. 185

HONGKONG.

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE.

Will dispatch VESSELS to the Undermentioned PORTS on or about the

For	STEAMERS	To Sail On	Remarks
SHANGHAI, MANILA, KOREA, and YOKOHAMA	RYANZA Capt. S. B. B. B.	About 30th May	Direct Service.
LONDON & BOMBAY via SUEZ, PANAMA, COLOMBO, PORT SAID & MARSEILLES	NOVARA Capt. H. R. H.	Neen. Connecting at 3rd June.	Connecting at 3rd June.
SHANGHAI	NAGOYA Capt. A. R. G.	About 3rd June	Direct Service.
LONDON & BOMBAY via SUEZ, PANAMA, COLOMBO, PORT SAID & MARSEILLES	NAGOYA Capt. A. R. G.	Neen. Connecting at 18th June.	Connecting at 18th June.

Wireless on all steamers. Return tickets at a fare and a-half available on all steamers. For two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, and FREIGHTS, apply to E. V. D. PARR, Acting Superintendent.

P. & O. S. N. Co.'s Office.

O. S. K.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration)

AMERICAN LINE. FOR VICTORIA, SEATTLE AND TACOMA, VIA SHANGHAI, MANILA, KEELEUNG, NAGASAKI, MOJI, KORE, YOKKAICHI AND YOKOHAMA.

* CANADA MARU. Capt. T. Suruga. Friday, 26th May, at 3 p.m.

* TACOMA MARU. Capt. T. Hume. Monday, 12th June, at 3 p.m.

On leaving Shanghai and Nagasaki. On leaving Manila and Nagasaki.

BOMBAY LINE. FOR BOMBAY, VIA SINGAPORE, PORT SWETTERHAM, PENANG AND COLOMBO.

* LUXON MARU. Saturday, 3rd June, at 7 a.m.

JAVA LINE. FOR MANILA, SANDAKAN, SINGAPORE, BATANG, SAMARANG, SOERABAYA & MACASSAR.

* FERRIS MARU. Capt. J. P. P. Monday, 29th May, at Noon.

FORMOSAN LINE. FOR TAMSUI, KEELUNG AND ANTING, TAKAO, VIA SWATOW, AMOY.

* FORT MARU. Thursday, 26th May, at 9 a.m.

* KAI MARU. Capt. M. M. Sunday, 28th May, at Noon.

Proceeding to Keelung via Swatow and Amoy.

Proceeding to Amoy and Takao.

These Formosan Lines will arrive at and depart from the SOON YIP WHARF near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO—

E. YAMAUCHI, Manager.

TEL. 514 & 714.

No. 1, Queen's Building.

THE EASTERN & AUSTRALIAN MAIL SERVICE.

TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMERS

ARRIVE HONGKONG FROM AUSTRALIA

LEAVE HONGKONG FOR AUSTRALIA

ST. ALBANS

EMPIRE

EASTERN

8th May

10th June

2nd June, at 11 a.m.

1st July, at 11 a.m.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-rooms have Electric Fans. A daily qualified Doctor and Stewards are carried.

All Steamers Fitted with Wireless Telegraphy.

For further particulars, apply to

GIBB, LIVINGSTON & CO. Agents.

NATAL LINE OF STEAMERS

TAKEING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transhipment at CALCUTTA, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO. LTD.

AND APCAR LINE

Proposed Sailings from Hongkong.

Steamer from Hongkong, on or about

Connecting at Calcutta with

On or about

For Freight and further particulars apply to

DODWELL & CO., LTD., Agents.

HONGKONG—NEW YORK

REGULAR SAILINGS via PORTS and SUEZ PANAMA CANALS.

(With liberty to call at the Malabar Coast.)

For NEW YORK via SUEZ CANAL or CAPE OF GOOD HOPE.

S.S.

For Freight & further particulars, apply to

DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA

(SOUTH SEA-MAIL S.S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

Sails on or about

S.S. BANRI MARU, For: Moji, Kobe & Yokohama

1st June

S.S. HOKUTO MARU, For: Batavia, Cherbon, Samarang, Sourabaya, Macassar & Balikpapan

6th June

S.S. HIOJUN MARU, For: Batavia, Cherbon, Samarang, Sourabaya, Macassar & Balikpapan

28th June

For Freight or Passage apply to

DODWELL & CO., LTD., Agents.

SHIPPING

C. N. C. CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	KAIYAN	May 24, at 4 p.m.
SHANGHAI	ANHEI	May 25, at 4 p.m.
SHANGHAI	KWILIN	May 26, at Noon.
SHANGHAI	LUOW	May 28, Daylight.
MANILA, Cebu & ILOILO	TRIAN	May 30, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANTU'.

MANILA LINE. Twin Screw Steamers 'Chincha', 'Taming' & 'Tea'.

Excellent Saloon accommodation and ships. Electric Fans fitted. Extra state-rooms on deck, aft on 'Taming' and 'Tea'.

SHANGHAI LINE—PASSENGERS, MAILS & CARGO.

S.S. 'Anhui', 'Cherbon', 'Luchow', 'Tingchow', 'Shantung' and 'Sinkiang', with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wossung.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

For STEAMERS To Sail

SHANGHAI WONGYANG WEDNESDAY, May 24, Daylight.

HOIHOW & HAIPHONG LONKANG THURSDAY, May 25, at 8 a.m.

MANILA YUENSANG SATURDAY, May 27, at 3 p.m.

WEIHAIWEI & TIENSIN CHIPSING SUNDAY, May 28, Daylight.

HOIHOW & HAIPHONG TAKSANG TUESDAY, May 30, at 8 a.m.

SANDAKAN MAUSANG FRIDAY, June 2, at Noon.

MANILA LOONGSANG SATURDAY, June 3, at 3 p.m.

SINGAPORE, PENANG & CALCUTTA LAISANG SATURDAY, June 3, at 3 p.m.

SINGAPORE, PENANG & CALCUTTA KUNLUNG WEDNESDAY, June 7, at 3 p.m.

RETURN TOURS TO JAPAN.

The steamers Kunglung, Nanking, Loong & Fooklung leave about every 3 weeks generally call at Shanghai on route for Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Rime occupied 23 days. This service is supplemented by the Taklung, Kunglung leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offered) Kobe & Moji and returning thence direct to Hongkong. Time occupied 10 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei.

Taking Cargo on through Bills of Lading to Kudat, Labad, Dava, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

Telephone No. 215.

JARDINE, MATHESON & Co., Ltd., General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are dispatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo, at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215.

R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO CHANGE WITHOUT NOTICE

HOMEWARD.

For STEAMERS DATE OF DEPARTURE

TRANS-PACIFIC SERVICE.

Sailing to VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd., AGENTS.

Telephone No. 215-Sol. Ex. 10.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. SHIRALA, 5,200 tons, Capt. J. H. Gagey, will be despatched for SHANGHAI, KOBE and MOJI on 26th May.

WESTWARD.

S.S. SANGOLA, 5,181 tons, Capt. H. J. Baker, will be despatched for SINGAPORE & PENANG on 29th May.

The above Steamers have excellent saloon accommodations for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD., AGENTS.

Telephone No. 215.

SHIPPING

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers, Electric Light and Fans in State-rooms and Saloons, Excellent Cuisine.

SWATOW, AMOY & FOOCHOW

AND RETURN.

(Occupying 8 to 10 Days)

STEAMSHIP CAPTAIN LEAVING

HAITAN Capt. J. S. Thomson TUESDAY, 23rd May at 3 p.m.

SAIGON.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & Co., General Managers.

Telephone No. 215.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

Via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer Tons & Speed. Leave Hongkong.

SHINYO MARU 22,000-21 knots Wed. 31st May at Noon.

DAIREN MARU 9,000-12 knots Sat. 3rd June at Noon.

JINYO MARU 8,000-12 knots Mon. 26th June at Noon.

PERIA MARU 8,000-14 knots Tues. 4th July at 10.30 a.m.

KWANTO MARU 8,000-18 knots Sat. 8th July at Noon.

KIYO MARU 17,500-14 knots Tues. 11th July at Noon.

TENYO MARU 32,000-21 knots Tues. 18th July at Noon.

NIPPON MARU 11,000-15 knots Tues. 1st Aug. at 10.30 a.m.

Proceeding to South American Ports. Via MANILA, On leaving Shanghai.

First Class to London 271-10. Return (8 months) £150.

" " " New York 280- " " " £96-10.

" " " San Francisco 245- " " " £85.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc. ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For Japan Ports, Honolulu, San Francisco, Los Angeles, Salina Cruz, Balboa, Callao, Arica, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires, etc.

Steamer Tons & Speed. Sailing.

KIYO MARU 17,500-14 knots Tuesday, 11th July at Noon.

For full particulars as to Passage and Freight apply to

K. DOI Acting Agent.

Telephone 251. KING'S BUILDING (Opposite Blake Pier).

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DEPARTURES

STEAMERS

SAIING DATES

LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DUREAN, CAPE TOWN and TENERIFE

* KAGA MARU, Capt. Tazawa, Tons 13,500, THURSDAY, 25th May, at Noon.

* KAMO MARU, Capt. Shimizu, Tons 16,000, THURSDAY, 25th June, at Noon.

VICTORIA, B.C. & SEATTLE via KEELUNG, SHANGHAI, MOJI, KORE, YOKKAICHI, SHIMIZU & YOKOHAMA

* YOKOHAMA MARU, Capt. Shimizu, Tons 12,300, WEDNESDAY, 7th June, at 4 p.m.

* SADO MARU, Capt. Asakawa, Tons 12,500, TUESDAY, 27th May, at 4 p.m.

SIDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and DINGBANE

* TANGO MARU, Capt. Takano, Tons 13,500, TUESDAY, 13th June, at 4 p.m.

* NIKKO MARU, Capt. Takada, Tons 9,900, FRIDAY, 14th July, at 4 p.m.

CALCUTTA via SINGAPORE, PENANG & RANGOON

* TENSHIN MARU, Capt. Kawai, Tons 8,000, WEDNESDAY, 31st May.

BOMBAY via SINGAPORE, MALACCA and COLOMBO

* NIKKO MARU, Capt. Takada, Tons 9,900, MONDAY, 12th June, at 10 a.m.

YOKOHAMA

* KASHIMA MARU, Capt. Tabusa, Tons 19,000, THURSDAY, 1st June, at 10 a.m.

SHANGHAI & KOBE

SHANGHAI & KOBE

MOJI & KOBE

* Wireless Telegraphy.

SOME PRINCIPAL FARES.

To London 1st single Yen 150.

" " " Return " 975.

" " " 2nd Single " 430.

" " " Return " 650.

To London via New York " 207.2.

" " " via Montreal " 286.13.

To Victoria, Vancouver, Seattle. 1st Single " 230.

" " " 1st Return " 245.

To Sydney, 1st Single " 240.

To Melbourne 1st Single " 241.

" " " 1st Return " 272.

To Yokohama, 1st Return " 125.

2nd " " 90.

Round-the-World Tour No. 1, 2,112.2.

" " " 2, 2,111.7.

T. KUSUMOTO, Manager.

Telephone No. 215.

SHIPPING

S.S. "CACIQUE"

(American Registry).

MESSRS. W. R. GRACE & Co's.

fine new American Steamer

[Faint handwritten notes at the bottom of the page]

